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THE DOMINION OF CANADA  
THE DEPARTMENT OF RAILWAYS AND CANALS

Circular No. 7

THE HIGHWAYS BRANCH

THE HIGHWAY, THE MOTOR VEHICLE  
AND  
THE TOURIST IN CANADA

Motor Vehicle Registrations by Provinces, etc.

AND

Entries with Motor Vehicle into and from Canada,  
for Touring Purposes 1925



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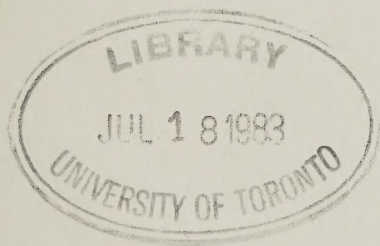
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OTTAWA, March 10, 1926.

Major GRAHAM A. BELL, C.M.G.,  
Deputy Minister,  
Department of Railway and Canals,  
Ottawa, Ont.

SIR,—I have the honour to present for your consideration Circular No. 7 of this Branch, entitled "The Highway, the Motor Vehicle and the Tourist in Canada, 1925."

Yours truly,

A. W. CAMPBELL,  
*Commissioner of Highways.*

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## INTRODUCTION

### PART I

#### THE HIGHWAY THROUGH THE MOTOR VEHICLE

Previous circulars of the Highways Branch recording annual registrations of motor vehicles, in the nine provinces and the Yukon, have touched upon the relation widely subsisting in recent years, throughout Canada, between increased numbers and weight of motor vehicles indicated therein, as well as a growing foreign motor tourist traffic upon the necessity that provincial governments have felt of providing suitable highways therefor. The several amounts of revenues, collected as a consequence of motor vehicles being purchased in the urban and rural districts of each province, and the manner and extent to which these revenues have been devoted by provincial governments to financing the outlays being made for construction of their main trunk highways, in part with federal co-operation, have been given.

In the present circular, the data heretofore given are supplemented by a classification of the highways of the nine provinces of the Dominion, by types, as of 1925, together with a classification of the various makes and models of passenger and commercial motor vehicles now being sold and registered therein. The trade names of all motor vehicles manufactured in Canada, wholly or in part representing primary production in the Canadian automotive industry, in 1925, of nearly eighty-eight and a half million dollars, and values of importations, of vehicles and parts, in that year of nearly twenty-nine million dollars, are shown on page 12. The names are also given of vehicles that were imported into the Dominion from the United States, Great Britain, France and Italy, and sold and registered, as of 1925. Upon such importations of motor vehicles, and upon motor cycle and motor vehicle parts, and tires, the federal government collected in 1925 through import duties and excise taxes, nearly seventeen million dollars. Such data serve to indicate the place of the highway in commerce, and of the joint interest of all authorities in the Dominion in promoting highway development on the one hand, and industrial development on the other. They indicate the complex national interests served by the primary highway.

The total registrations of passenger and commercial vehicles of autobuses and taxis, and of motor cycles and dealers, allotting one car, in stock, to each, numbered in all provinces, last year, 728,005, representing an increase of 12 per cent over 1924, and compared with an increase of 11 per cent in 1924. Registrations of passenger vehicles numbered 639,695, an increase of 12 per cent; while registrations of commercial vehicles in 1925 numbered 74,489, representing an increase of 16 per cent over those of the previous year. Registrations of motor cycles showed a decrease in 1925 from total registrations in 1924, amounting to 2 per cent.

Each province showed substantial gains in their aggregates of original registrations of passenger and commercial motor vehicles. The aggregate of new registrations of all types of motor vehicles in 1925 was 85,517, representing an increase of 11 per cent over such aggregate in 1924, or 78,231. Provinces that showed comparatively large increases of new registration in 1925 were Quebec and Prince Edward Island.

Study of numbers of aggregate and renewal registrations, in 1925 would at first indicate that the totals might be expected to be higher than tabulated, in the case of New Brunswick, for example. The explanation of the apparent discrepancy is due to mortalities among motor vehicles. Annually a considerable



number of each type are withdrawn from active service, and unless careful check is made annually of the number of bona fide registrations, such withdrawals will not be noted until a periodical reclassification of registrations is made.

The two greatest factors in causing motor vehicles to be withdrawn from use and discarded are: (1) Excessive cost of operation and, (2) Models and makes whose manufacturers have gone out of business or have amalgamated with other firms. Numerous other factors might be referred to, all of which are related to the first mentioned. Excessive costs of operation are due to two principal factors, namely. (1) Carelessness in operation; and, (2) poor highway conditions. Garage charges are charged to the former, and gasoline and oil to the latter.

A survey of three hundred and eight different makes of passenger and commercial motor vehicles that have been sold in some one or more of the different provinces during the last four years shows that to-day over one-half of the whole are no longer on the market, as the firms which formerly made them have failed or have been absorbed by other manufacturers. Hence when parts cannot be procured, many motor vehicles have had to be "scrapped." However from the apparent existing competition in the automotive manufacturing industry in Canada and in the United States, as indicated by the number of firms now offering various models, of high financial standing, it would seem that in future serious economic losses caused by withdrawals of motor vehicles, from use, will be due more to the condition of the highway than on account of owners of vehicles of recent manufacture not being assured of getting parts and service as required.

On pages 15-16 are given the fees for licenses to and registrations of motor vehicles in effect in the different provinces, and for issue of permits to manufacturers and dealers to use cars on road for demonstration purposes last year. Changes in amounts of fees were effective in Manitoba downwards and in New Brunswick and Ontario upwards. In Manitoba, reductions were made coincident with an increase from 1 cent to 3 cents on gasoline per gallon. In New Brunswick there was a decided advance in the fee exigible from owners of motor trucks. In Ontario the increase is dependent on the type of tires with which motor trucks are equipped, whether solid or pneumatic.

The new regulations of New Brunswick provide for a fixed rate of taxation on the vehicle according to capacity, together with a tax of forty cents per hundredweight of truck, with body, together with a further tax of 20 per cent. Taking three manufacturers models of truck, of stated capacity and weight, examples of the manner in which this tax is calculated follow. A truck of one ton capacity is equipped with pneumatic tires and is listed as weighing 2,500 pounds. Since the capacity tax on a one-ton truck is \$15, and the weight tax is uniformly 40 cents per hundredweight, the owner is taxed \$15 plus \$10, plus 20 per cent, or \$30 in all. Similarly a two-ton truck with solid tires is taxed \$22.50 capacity tax, \$12.80 weight tax, or \$42.36 in all. A three-ton truck with pneumatic tires, weighing 6,490 pounds, is taxed \$40 capacity tax, \$25.96 for weight, or \$79.15 in all; while a five-ton truck with solid tires, weighing 8,180 pounds, with a capacity tax of \$70, would pay \$123.28.

The nine provinces collected during 1925 revenues from registrations of motor vehicles amounting to \$17,570,245, which included the sum of \$4,068,156 as the proceeds of gasoline taxes imposed by six provinces. The greater portion of such revenues is being devoted to provincial programs of construction and maintenance of primary highways therein.

The extent that gasoline is now a factor in trade and commerce throughout the Dominion is indicated by the schedule hereunder of the approximate quantities thereof that were consumed by motor vehicles, as shown by gross revenues from the gasoline taxes collected during 1925.



Provinces	Gasolene tax per gallon	Approximate Number of gallons used by Motor Vehicles
	cents	
Alberta.....	2	15, 570, 200
British Columbia.....	3	58, 629, 111
Manitoba.....	3	13, 241, 470
Ontario.....	3	65, 866, 666
Prince Edward Island.....	2	984, 750
Quebec.....	3	25, 843, 900
Totals.....		180, 136, 097

One or two provinces have recently placed restrictions into effect upon the widths of pneumatic and solid tires that commercial motor trucks of a given capacity shall take. These regulations designed to protect highway grades and surfaces may fail of their object, and incidentally tend to taking responsibility for suitable equipment for light and heavy trucking purposes from manufacturers of these vehicles, where, in the joint interest of manufacturers and users of their products, it should remain. Different manufacturers of rubber tires give them differences in design, thickness and width, as experiments have shown are required for given uses. Further, in addition to the ordinary solid and pneumatic rubber tires, variations are produced, such as the so-called cushion tire. Manufacturers of tires and vehicles are jointly interested to ensure that motor trucks designed for a given capacity are provided with rims taking tires, whether solid or pneumatic, limited of width, within a narrow margin.

The conservatism of manufacturers of motor vehicles with regard to capacity of vehicles being offered, as well as the number of devices used in various types of motor vehicles to minimize impact caused by highway conditions, indicate also the complex nature of the interest that the ordinary public highway represents.

#### AMERICAN TOURIST TRAFFIC

The popularity of travel by motor from widely diverse points in the United States, through Canadian ports of customs, into some one of the nine provinces, continues to grow as indicated by the schedules on page 20. The through motor tourist traffic constitutes on every main trunk highway of every province an increasing portion of the volume of its heavy and fleet traffic. The various attractions to tourists from the United States and other portions of North America, in the Dominion of Canada, are without the purview of this publication, other than in noting the fact that Canadian improved highways have apparently contributed in great part to this popularity.

Owing to recent large increases in American tourist traffic since 1919 when arrangements were first made with the Department of Customs to the end that records of entries of persons with automobile entering Canada be taken, it appeared to be desirable that all border customs ports of Canada be asked to co-operate with a view to securing complete data in this connection. Accordingly the Department of Customs issued instructions that customs officers at 110 border ports compile such records in 1925 and thereafter. The number since 1919 had been 74.

In order to make a fair comparison of the growth of this traffic from the United States into Canada, it has been necessary to total the entries of 1925 at the thirty-six ports added to the reporting list, and to deduct the aggregates from the gross totals. At the seventy-four ports reporting such data prior to 1925, the increases of motor tourist traffic into the Dominion this year were

respectively as follows: For the twenty-four-hour period, from 1,458,900 to 1,945,035, or 33.3 per cent; for the two-thirty-day period, from 361,630 to 481,161, or 33 per cent; and, for the six-month period, from 2,344 to 2,948, or 25 per cent.

The aggregate number of owners of motor vehicles bearing a license plate from one or other of the forty-eight states of the United States entered for touring purposes in the Dominion, numbered 2,429,144 in 1925.

The estimates given on page 20 of the value to each province of American tourist traffic are made upon the same basis as hitherto, namely, an outlay of \$5 daily for supplies and for exportable purchases. Each vehicle is assumed to carry four persons each. It is then estimated that each touring party stayed on Canadian soil approximately full time of permits, for the one-day period; and for the longer periods, for half time. These estimates serve merely to indicate roughly the values to each province, annually, of their motor touring traffic. A careful study of the matter would indicate that on the same method of reasoning approximately \$60,000,000 would represent the amount spent by Canadian in the United States the balance is in favour of Canada.

#### CLASSIFICATION OF REGISTRATIONS OF MOTOR VEHICLES BY PROVINCES IN 1925

Province	Totals	Passenger Vehicles	Commercial Trucks	Auto-Buses	Motor Cycles	One Vehicle per Dealer	Trailers
Ontario.....	344,112	303,736	34,690	216	3,748	1,722	1,058
Quebec.....	97,657	80,854	14,174	307	2,083	239	Included with trucks.
Saskatchewan.....	79,078	71,205	5,560	1,171*	184	958	Nil
British Columbia.....	56,618	46,336	9,269	No record	770	243	335
Alberta.....	54,357	50,496	3,138	No record	362	361	Nil
Manitoba.....	51,241	46,736	3,606	32	542	325	Nil
Nova Scotia.....	22,853	20,012	2,563	35	135	108	32
New Brunswick.....	19,022	17,420	1,342	16	85	159	Nil
Prince Edward Island.....	2,955	2,824	114	1	8	8	Nil
Yukon.....	112	76	33	Nil	3	Nil	Nil
Canada.....	728,005	639,695	74,489	1,778	7,920	4,123	1,425

\* Includes all livery cars.

#### ORIGINAL REGISTRATIONS OF MOTOR VEHICLES AND LICENSES TO GARAGE OWNERS, BY PROVINCES, DURING 1925

Province	Passenger	Commercial Truck	Busses	Motor Cycles	Dealers	Garages
Alberta.....	4,083	1,102	.....	31	Nil	90
British Columbia.....	8,110	1,291	.....	95	No record	No record
Manitoba.....	No record	No record	No record	No record	No record	No record
New Brunswick.....	2,655	217	9	12	Nil	Nil
Nova Scotia.....	3,383	476	4	26	24	Nil
Ontario.....	40,377	9,100	Not segregated	Not segregated	Not segregated	Not segregated
Prince Edward Island.....	355	15	1	Nil	1	Nil
Quebec.....	11,908	1,917	69	224	29	145
Saskatchewan.....	No record	No record	No record	No record	No record	No record
Yukon.....	1	2	.....	.....	.....	.....
Canada.....	70,872	14,120	83	388	54	235



**COMPARATIVE DATA OF AGGREGATES OF REGISTRATIONS OF MOTOR VEHICLES  
IN ALL PROVINCES FROM 1915 TO 1925 INCLUSIVE**

Province	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925
Alberta.....	5,832	9,516	20,624	29,600	38,000	38,462	40,292	40,642	43,044	48,547	54,357
British Columbia....	8,360	9,457	11,625	15,370	21,350	28,850	32,850	34,370	40,518	48,626	56,618
Manitoba.....	9,225	12,765	17,507	24,012	29,313	37,571	38,632	42,205	42,567	44,262	51,241
New Brunswick.....	1,900	2,965	5,251	6,434	8,061	11,216	13,611	13,736	16,829	20,003	19,022
Nova Scotia.....	1,841	3,012	5,350	8,100	10,030	12,635	14,275	16,159	18,384	20,764	22,853
Ontario.....	42,346	54,375	83,308	114,376	139,288	177,561	206,515	241,839	281,010	309,441	344,112
Prince Edward Island.....	34	59	303	676	999	1,419	1,757	2,167	2,454	2,590	2,955
Quebec.....	10,112	15,336	21,213	28,333	33,397	47,159	54,660	62,087	72,427	85,145	97,657
Saskatchewan.....	10,215	15,900	32,505	50,580	56,397	60,314	61,175	61,367	67,056	70,748	79,078
Yukon.....	69	89	93	87	71	81	81	85	96	105	112
Canada.....	89,934	123,464	197,779	277,578	336,806	415,268	463,848	514,657	585,079	650,231	728,005

**REGISTRATIONS OF MOTOR VEHICLES IN CANADIAN CITIES, 1925**

**PROVINCE OF ALBERTA**

City	Totals	Passenger	Commer- cial Truck	Motor Cycle	Taxis Livery	Dealer
Calgary.....	7,814	7,706	Included	Included	89	19
Edmonton.....	6,988	6,857	Included	Included	109	22
Lethbridge.....	1,301	1,273	Included	Included	23	5
Medicine Hat.....	956	927	Included	Included	20	9
Totals.....	17,059	16,763	.....	.....	241	55

**PROVINCE OF BRITISH COLUMBIA**

Vancouver.....	24,749	20,310	3,944	422	.....	73
Victoria.....	7,873	6,618	1,055	175	.....	25
New Westminster.....	7,235	5,951	1,192	63	.....	29
Nanaimo.....	2,424	1,929	468	17	.....	10
Cumberland.....	1,483	1,164	313	1	.....	5
Penticton.....	1,480	1,165	299	8	.....	8
Kamloops.....	1,273	1,039	214	7	.....	13
Duncan.....	1,181	932	237	7	.....	5
Cranbrook.....	1,075	922	144	1	.....	8
Nelson.....	821	690	115	8	.....	8
Totals.....	49,594	40,720	7,981	709	.....	184

**PROVINCE OF MANITOBA**

Winnipeg.....	16,576	16,517	Included	Included	.....	59
Brandon.....	1,612	1,604	Included	Included	.....	8
St. Boniface.....	1,159	1,150	Included	Included	.....	9
Portage la Prairie.....	730	728	Included	Included	.....	2
Totals.....	20,077	19,999	.....	.....	.....	78

**PROVINCE OF NEW BRUNSWICK**

St. John.....	2,957	2,594	331	13	.....	19
Moncton.....	1,471	1,334	119	5	.....	13
Fredericton.....	685	594	81	2	.....	8
Totals.....	5,113	4,522	531	20	.....	40

## REGISTRATION OF MOTOR VEHICLES IN CANADIAN CITIES, 1925—Continued

## PROVINCE OF NOVA SCOTIA

City	Total	Passenger	Com- mercial Truck	Motor Cycle	Taxis Livery	Dealer
Halifax.....	3,037	2,521	516			
Sydney.....	1,137	976	161			
Totals.....	4,174	3,497	677			

## PROVINCE OF ONTARIO

City	Total	Passenger	Commercial Truck	Motor Cycle	Dealer
Toronto.....	67,671	56,841	9,030	1,557	243
Hamilton.....	13,541	11,524	1,826	135	56
Ottawa.....	9,251	7,823	1,191	159	78
London.....	8,139	6,982	1,035	84	38
Windsor.....	7,475	6,311	1,088	32	44
Brantford.....	2,971	2,564	367	30	10
Kitchener.....	2,797	2,466	276	34	21
St. Catharines.....	2,671	2,191	428	29	23
Niagara Falls.....	2,769	2,362	355	41	11
St. Thomas.....	2,401	2,184	193	10	14
Chatham.....	2,281	1,916	332	13	20
Peterboro.....	2,222	1,965	224	17	16
Sarnia.....	2,178	1,961	201	5	11
Kingston.....	2,149	1,866	226	29	28
Sault Ste. Marie.....	2,089	1,861	178	35	15
Guelph.....	2,053	1,791	214	29	19
Stratford.....	2,039	1,779	184	45	31
Oshawa.....	1,973	1,676	214	45	38
Fort William.....	1,889	1,601	254	14	20
Belleville.....	1,631	1,396	194	13	28
Port Arthur.....	1,535	1,336	177	15	7
Galt.....	1,484	1,287	164	27	6
Welland.....	1,441	1,254	146	29	12
Owen Sound.....	1,308	1,161	124	11	12
Woodstock.....	1,216	1,026	158	18	14
North Bay.....	981	906	71	4	Nil
Totals.....	148,155	126,030	18,850	2,460	815

## PRINCE EDWARD ISLAND

City	Total	Passenger and Com- mercial	Dealer
Charlottetown.....	667	661	6
Summerside.....	305	302	3
Totals.....	972	963	9



REGISTRATION OF MOTOR VEHICLES IN CANADIAN CITIES, 1925—*Concluded*

## PROVINCE OF QUEBEC

City	Total	Passenger	Commer- cial Truck	Taxis and Auto Bus	Motor Cycle	Dealer
Montreal.....	36,274	27,253	6,316	1,514	1,139	52
Quebec.....	5,041	3,900	678	281	169	13
Sherbrooke.....	1,708	1,346	267	66	22	7
Westmount.....	1,671	1,540	82	2	45	2
Three Rivers.....	1,261	1,013	156	37	50	5
Verdun.....	1,139	879	187	18	54	1
Hull.....	917	703	149	57	7	1
Outremont.....	911	854	43	1	13	0
St. Hyacinthe.....	790	486	56	35	6	7
Thetford Mines.....	544	452	49	35	5	3
Lachine.....	538	548	145	20	24	1
Shawinigan Falls.....	529	423	56	26	20	4
Granby.....	462	372	63	22	2	3
Joliette.....	446	378	38	24	2	4
St. Lambert.....	408	349	37	12	10	0
Valleyfield.....	401	315	56	23	4	3
Levis.....	365	295	39	23	8	0
Grand'mere.....	299	257	23	19	Nil	.
Longueuil.....	275	204	41	21	7	2
Cap de la Madeleine.....	238	202	18	7	10	1
St. Jean.....	220	164	50	1	Nil	5
Sorel.....	208	171	23	9	2	3
Totals.....	54,645	42,104	8,572	2,253	1,599	117

## PROVINCE OF SASKATCHEWAN

Regina.....	4,517	4,051	369	17	52	28
Saskatoon.....	3,475	3,086	310	8	45	26
Prince Albert.....	2,157	1,905	205	16	15	16
Swift Current.....	766	669	64	6	18	9
Weyburn.....	639	576	53	1	7	2
North Battleford.....	571	530	23	Nil	11	7
Totals.....	12,125	10,817	1,024	48	148	88

COMPARATIVE REGISTRATIONS OF PASSENGER AND COMMERCIAL VEHICLES, 1922  
1923, 1924, 1925, AND PERCENTAGES OF INCREASE, 1925

Provinces	Passenger Registrations				Commercial Truck Registrations			
	1923	1924	1925	1924-1925 per cent increase	1923	1924	1925	1924-1925 per cent increase
Alberta.....	39,742	45,871	50,496	9	2,191	2,036	3,138	54
British Columbia.....	33,144	39,438	46,336	17.5	6,842	8,177	9,269	13
Manitoba.....	39,059	40,649	46,736	15	2,222	2,655	3,606	36
New Brunswick.....	15,433	18,311	17,420	note*	1,185	1,446	1,342	note*
Nova Scotia.....	16,104	18,234	20,012	10	1,999	2,235	2,563	14
Ontario.....	245,815	271,341	303,736	12	28,612	31,488	34,690	10
Prince Edward Island.....	2,331	2,471	2,824	14	99	100	114	14
Quebec.....	60,363	70,736	80,854	15	8,974	11,900	14,174	18
Saskatchewan.....	63,017	64,666	71,205	10	2,086	3,780	5,560	47
Yukon.....	69	76	76	Nil	25	24	33	Nil
Canada.....	515,077	571,793	639,695	12	54,235	63,841	74,489	16

\*NOTE—Decrease due to reclassification of registrations.

# MOTOR VEHICLE DRIVER AND GARAGE LICENSES BY PROVINCES—WEIGHT RESTRICTIONS ON USE OF THE HIGHWAY

Province	Chauffeur	Operator	Garage	Period during which Motor Vehicles not permitted on Canadian Highways and Roads
Alberta.....	1,882	542*	293	Nil.
British Columbia.....	5,342	72,125	243	Nil.
Manitoba.....	4,063*	9,309	Nil	Nil.
New Brunswick.....	1,258	Not issued	Not issued	While frost is coming out.
Nova Scotia.....	1,294	Not issued	Not issued	March 20—May 1.
Ontario.....	33,740	Not issued	1,033	Exceeding one-half ton equipped with solid tyres, or exceeding one ton, equipped with pneumatic tyres, restricted to one half carrying capacity, March and April.
Prince Edward Island...	39	4,030	Nil	April.
Quebec.....	22,007	80,572	1,033	See note below.**
Saskatchewan.....	675	Nil	300	Nil.
Canada.....	70,300	166,578	2,902	

\* Includes 223 sales representative licenses.

\*\*Statute provides:—The Minister of Roads may prohibit passage over a public road for such period of time as he may think necessary, either for work to be done, on such road, or to protect it while thawing out, or during a rainy period. During such period, no motor vehicle or vehicles drawn by animals shall pass over the prohibited road. When prohibition is on account of thawing, or during a rainy period, the following may pass—letter carriers, pleasure vehicles, at a speed not exceeding sixteen miles an hour; and vehicles not laden, drawn by animals.

## MAKES OF PASSENGER AND COMMERCIAL MOTOR VEHICLES MANUFACTURED IN CANADA, GREAT BRITAIN, THE UNITED STATES, FRANCE, AND ITALY, FOR THE CANADIAN HIGHWAY, IN 1925

Number	Trade Name	Number	Trade Name	Number	Trade Name
1	A—C.	43	Fiat	85	A—Oldsmobile
2	Acason	44	Flint	86	Paige
3	Acme	45	A—Ford	87	Packard
4	Ajax	46	Fordson	88	Parker
5	Anderson	47	Franklin	89	Paterson
6	Apperson	48	Fulton	90	Pathfinder
7	Atterbury	49	Gardner	91	Peerless
8	Auburn	50	Garlard	92	Pierce-Arrow
9	Auto Car	51	Gary	93	Premier
10	Baystate	52	A—Gen. Motors Cor.	94	Rainer
11	Bethlehem	53	A—Gotfredson	95	Reo
12	Biddle	54	Gramm	96	Republic
13	A—Brooks Steamer	55	H.C.S.	97	Revere
14	Buick	56	Hanson	98	Rickenbecker
15	A—Cadillac	57	Hudson	99	Roamer
16	Case	58	Hupmobile	100	Rollin
17	Chalmers	59	Indiana	101	Roylsey-Royce
18	Chandler	60	A—International	102	A—Samson
19	A—Chevrolet	61	Jewett	103	Sanford
20	A—Chrysler	62	Jordan	104	Service
21	Cleveland	63	Kelley-Springfield	105	Signal
22	Cole	64	Kissel Kar	106	Singer
23	Columbia	65	Lexington	107	Stanley
24	Commerce	66	Leyland	108	A—Star
25	Crow	67	Lincoln	109	Stearns-Knight
26	Cunningham	68	Locomobile	110	Sterling-Knight
27	Dailmer	69	Maccar	111	Straker-Squire
28	Dart	70	Mack	112	Studebaker
29	Davis	71	McFarlane	113	Stutz
30	Day Elder	72	A—McLaughlin-Buick	114	Sunbeam
31	Dehance	73	Maple Leaf	115	Thorncroft
32	Denby	74	Marmon	116	Traffic
33	Detroit Elec.	75	Master	117	Vauxhall
34	Diamond	76	A—Maxwell	118	Velvie
35	A—Dodge	77	Mercer	119	Westcott
36	Duplex	78	Moon	120	White
37	A—Durant	79	Napier	121	Wills Ste. Claire
38	Eicar	80	Nash	122	A—Willys-Overland
39	Elgin	81	A—National	123	Wolseley.
40	Essex	82	Nelson	124	A—Yellow Cab.
41	F.W.D.	83	Noma		
42	Federal	84	A—Oakland		

A—Makes manufactured in Canada.



PROVINCIAL REVENUES FROM REGISTRATIONS, LICENSES, AND TAXES FOR  
USE OF THE HIGHWAY, 1925

Province	Total receipts from registration fees		Operator, dealer, garage and chauffeur licenses, fines and miscellaneous	Gasoline	Totals
	Passenger Auto-mobiles	Motor Truck, buses, cycles			
	\$	\$	\$	\$	\$
Alberta.....	928,030	13,898	34,761	311,404	1,288,093
British Columbia.....	994,592	Incl.	214,963	586,291	1,795,846
Manitoba.....	574,440	41,973	44,433	397,244	1,058,090
New Brunswick.....	492,169	Incl.	9,979	Nil	502,148
Nova Scotia.....	494,059	68,254	14,014	Nil	576,327
Ontario.....	4,441,348	1,026,654	240,432	1,976,000	7,684,434
Prince Edward Island.....	58,601	2,283	882	21,900	83,666
Quebec.....	1,390,646	464,528	589,428	775,317	3,219,919
Saskatchewan.....	1,191,763	117,422	51,390	Nil	1,360,575
Yukon.....	792	355		Nil	1,147
Totals for Canada.....	10,566,440	1,735,367	1,200,282	4,068,156	17,570,245

AVERAGE RECEIPTS PER VEHICLE, AVERAGE NUMBER OF PERSONS PER VEHICLE,  
AND AVERAGE POPULATION PER MILE RURAL ROAD

Province	Total registration	Grand totals revenues from motor vehicles	Average receipts per vehicle	Population estimated as June 1, 1925	Persons per vehicle	Mileage rural roads	Rural population as June 1, 1925	Rural population per mile rural road
		\$	\$ cts.					
Alberta.....	54,357	1,288,093	23 69	651,700	12	60,000	404,836	6
British Columbia.....	56,618	1,795,846	31 71	560,000	10	16,664	296,000	18
Manitoba.....	51,241	1,058,090	20 64	656,000	13	70,000	374,935	5
New Brunswick.....	19,022	502,148	26 40	403,300	21	14,065	273,921	19
Nova Scotia.....	22,853	576,327	25 26	536,900	23	14,355	304,207	21
Ontario.....	344,112	7,684,434	22 03	3,103,000	9	67,790	1,297,984	19
Prince Edward Island.....	2,955	83,666	27 91	87,300	30	3,650	68,386	19
Quebec.....	97,657	3,219,919	32 97	2,520,000	26	45,513	1,108,548	24
Saskatchewan.....	79,078	1,360,575	17 21	833,000	11	135,000	592,263	4
Yukon.....	112	1,147	10 24	3,500	31			
Canada.....	728,005	17,570,245	24 13	9,354,700	13	427,037	4,721,080	11

CLASSIFICATION OF TONNAGES OF COMMERCIAL TRUCKS AND BUSES AND SUMMARIES OF STATUTORY LIMITATIONS  
OF GROSS WEIGHTS PER VEHICLE, 1925

Provinces	Alberta	British Columbia	Manitoba	New Brunswick	Nova Scotia	Ontario	Prince Edward Island	Quebec	Saskatchewan	Yukon
	Numbers	Numbers	Numbers	Numbers	Numbers	Numbers	Numbers	Numbers	Numbers	Numbers
Tonages	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type
	Mixed	Mixed	Mixed	Mixed	Mixed	Pneu.	Mixed	available	Pneu.	Pneu.
Under two.	(No record)	7,983	3,214	1,305	1,972	11,847	112	No information available	(No record)	
Two-three.		824	354	39	84	13,388	3			
Three-four.		273	27	10	9	1,826				
Four-five.		42	10	4	3	648				
Five-six.		54			8	223				
Six-seven.			1			129				
Seven-eight.						442				
Eight-nine.		3				55				
Nine-ten.						326				
Ten-eleven.						7				
Eleven-twelve.						158				
Totals		9,179	3,606	1,358	2,563*	28,133 5 814 34,690**	115			

\*Includes 487 non-classified.

\*\* Includes 743 government owned vehicles. Trailers additional classified as follows:—1 ton or less, 638; 1-2 tons, 97; 2-3 tons, 75; 3-4 tons, 49; 4-5 tons, 65; 5-6 tons, 25; 6-7 tons, 10; 7-8 tons, 11; 8-9 tons, 5; 9-10 tons, 6. Total, 1,058.

SUMMARIES OF STATUTORY LIMITATIONS OF GROSS WEIGHTS PER VEHICLE, 1925

Alberta	British Columbia	Manitoba	New Brunswick	Nova Scotia	Ontario	Prince Edward Island	Quebec	Saskatchewan	Yukon
No restriction.	Maximum gross commercial, 6 tons; passenger, 4 tons.*	No restriction.	Maximum gross, 5 tons. Permit required in cases of 3-5 ton trucks	Maximum gross, 6 tons.	Maximum gross, 10 tons; 4½ tons per wheel; and, 650 lbs. per inch of tire.	Maximum gross, 4½ tons.	5 tons, on solid tyres; and 6 tons on pneumatic tyres. In cases of vehicles with two driving axles 4 tons per axle on solid tyres; and 4½ tons per axle on pneumatic tyres	No restriction.	No restriction.

\* Limited to Vancouver Island and West of Hope, on mainland, British Columbia. (Regulations amended December, 1925.)



FEES FOR REGISTRATIONS AND LICENSES OF MOTOR VEHICLES IN EFFECT IN PROVINCES AND CANADIAN NATIONAL PARKS

Province	Passenger	Commercial Truck	Motor Cycle	Chauffeur	Operator	Garage	Dealer or Manufacturer
Alberta.....	Wheel base of 100", \$15; each 5" additional \$2.50; exceeding 135", \$35.	Same as passenger car.....	\$2 00	\$3 00	Not issued....	Not issued.....	\$25 and \$1 per set of number plates for three vehicles; \$10 per set additional.
British Columbia..	Weight added to value, 2,500 units, \$22.50; for each 100 units additional, 90c.	Same as passenger car.....	\$7.50 and \$5, first registration.	\$5 00	Not issued....	Not issued.....	\$50 for 5 vehicles and up
Canadian National Parks.	Same as fees of province in which located.	Same as fees of province in which located.	Same as, fees of Province in which located	\$1 00	Transient season, \$5. One day - three weeks, \$1.	Not issued.....	Same as fees of province in which located.
Manitoba.....	Wheel base of 100", \$10; each 5" additional, \$2.50; exceeding 135", \$30.	Ton unit One ton and under . \$10 00 Two tons and under 20 00 Three tons and under 30 00 Four tons and under 40 00 Five tons and under 50 00 Over five tons . . . . . 60 00	\$5 00 \$5 00 \$7 50	\$5 00	Not issued....	Not issued.....	\$20 for first set of plates and \$10 for each set additional.
New Brunswick....	Hundred weight unit. \$1.20 for each.	Weight added to capacity fixed units, plus 20%.	\$5 00	\$4 00	Not issued....	Not issued.....	\$25 for one or two makes; \$10 for each additional set of plates.
Nova Scotia.....	Value of \$800 or less new, or with same H.P. as \$800 model, \$20; other cars under 20 H.P. \$25; each 5 H.P. additional \$5; 40 H.P. and over \$60.	To 2,000 lbs..... \$25 00 2,001-3,000 lbs... 40 00 3,001-4,000 " 50 00 4,001-5,000 " 65 00 5,001-6,000 " 75 00 Over 6,000 lbs... 100 00	\$8 00	5 00	Not issued....	Not issued.....	\$50 for one permit and not exceeding one duplicate set of plates; \$15 for each set additional.





## THE CRIMINAL CODE AND MOTOR VEHICLES

The provisions of the Criminal Code of the Dominion, having particular relation to motor vehicles, are as follows:—

Every one is guilty of an indictable offence and liable to two years' imprisonment, who, having the charge of any carriage or motor vehicle, automobile or other vehicle, by wanton or furious driving, or racing or other misconduct, or by wilful neglect, does or causes to be done, any bodily harm to any person. Section No. 285. Injury from furious driving.

Whenever, owing to the presence of a motor car on the highway, an accident has occurred to any person, or to any horse or vehicle in charge of any person, any person driving the motor car shall be liable on summary conviction to a fine not exceeding fifty dollars and costs, or to imprisonment for a term not exceeding thirty days, if he fails to stop his car, and with intent to escape liability, either civil or criminal, drives on without tendering assistance, and giving his name and address. Section No. 285A. Driver to stop after accident.

Every one who takes or causes to be taken from a garage, stable, stand or other building or place, any automobile or motor car with intent to operate or drive or use or cause or permit the same to be operated or driven or used, without the consent of the owner shall be liable on summary conviction to a fine not exceeding five hundred dollars and costs, or to imprisonment for any term not exceeding twelve months or to both fine and imprisonment. Section No. 285B. Theft of use.

Every one who is found guilty of stealing any automobile or motor car shall be sentenced to not less than one year's imprisonment. The provisions of subsection one of section one thousand and thirty-five shall not apply or extend to any such person, and sentence in any such case shall not be suspended without the concurrence of the Attorney-General or his agent, or of the counsel acting for the Crown in the prosecution of the offender. Section 377A.\* Theft of car.

Section 377A was amended by Section 4, Chap. 16 12-13 George V, (1922), providing a MAXIMUM penalty of seven years for first offence, and ten years for a subsequent offence, as provided by Section 386 of the Code.

Every one who while intoxicated drives any motor vehicle or automobile shall be guilty of an offence and liable upon summary conviction for the first offence to a term not exceeding thirty days, and not less than seven days, for a second offence, for a term not exceeding three months and not less than one month, and for each subsequent offence, for a term not exceeding one year and not less than three months. Section No. 285c. Driving while intoxicated.

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\* According to section 1035 here referred to, a person convicted of an indictable offence punishable with imprisonment for five years or less, might in lieu of any punishment otherwise authorized, be fined. *But now there is no option in the case of a motor vehicle.*

## LIMITS OF SPEED FIXED BY PROVINCIAL STATUTES FOR MOTOR VEHICLES, AS OF JANUARY 1, 1925 (MILES PER HOUR)

Provinces	Open Country	Where closely built up	Cities towns, villages	Urban places obscured
	Miles	Miles	Miles	Miles
Alberta.....	Reasonable, having regard to traffic and use of highway.		20	10
British Columbia.....	30 miles per hour.....		15	10
Canadian National Parks.....	Reasonable and proper, having regard to traffic and use of highway. Maximum 25 miles per hour.....			
Manitoba.....	Reasonable, having regard to traffic and use of highway.*		15	8
New Brunswick.....	Reasonable, having regard to traffic and use of highway.		15	10
Nova Scotia.....	25 miles per hour.....	15	15	
Ontario.....	Trucks exceeding 4½ tons gross, 6 miles per hour, maximum. 25-40 miles per hour; if equipped with solid tires, 15 miles per hour. Trucks exceeding 4 tons gross, 10 miles per hour, max. Trucks exceeding 6 tons gross, 8 miles per hour, max. 15 miles per hour.....	10	20	10
Prince Edward Island.....	30 miles per hour***	12	10	
Quebec.....	Dangerous to public in all circumstances of case.....	16	20	8
Saskatchewan.....	Reasonable and proper.....		15	
Yukon.....				

\*In certain municipalities, 20 miles per hour.

\*\*1. Any vehicle loaded to weight in excess of 6 tons, restricted to 10 miles per hour.

\*\*\*2. Any vehicle within public park or exhibition ground, restricted to 15 miles per hour.

\*\*\*In the case of a commercial vehicle, speeds are reduced to the following rates:—

Tires	Gross Weight	Rates
Pneumatic.....	Not exceeding 6,000 lbs.....	20 miles per hour.
	Not exceeding 12,000 “	“
	Exceeding 12,000 “	15 “
	Exceeding 12,000 “	10 “
Non-pneumatic.....	Not exceeding 6,000 “	12 “
	Not exceeding 12,000 “	10 “
	Exceeding 12,000 “	8 “



Province	Department or Official in charge	Requirements for Owners' and Chauffeurs' Licenses	Period of Exemption granted to Non-residents	Date of Expiry of Registrations and Licenses
Alberta.....	Provincial Secretary.....	Chauffeur must be 18 and pass examination. Male driver must be 16; female driver, 18.	Reciprocal.....	December 31.
British Columbia.....	Superintendent of Provincial Police.....	Driver must be 17, unless permit secured from 15-17.	Ninety days, upon giving notice.	"
Canadian National Parks.....	Superintendent of Parks, Department of the Interior, Municipal Commissioner.....	Chauffeur must be 18 and give evidence of qualifications.	None.....	"
Manitoba.....	Department of Highways.....	Chauffeur must be 18 and pass examination. Driver must be 16.	Reciprocal.....	"
New Brunswick.....	Minister of Highways, Motor Vehicle Branch.....	Chauffeur must be 18, and must obtain certificate of competency.	Ninety days to Canadians.....	"
Nova Scotia.....	Department of Public Highways.....	Chauffeur must pass examination and furnish testimonials. Driver must be 16.	Thirty days to non-residents.....	"
Ontario.....	Department of Public Highways.....	Chauffeur must furnish certificates of fitness; age 16.	Three consecutive months; certain states, thirty days.*	"
Prince Edward Island.....	Provincial Secretary.....	Driver aged 16-18 must pass examination and obtain license.	Four weeks.....	"
Quebec.....	Provincial Treasurer.....	Chauffeur must furnish certificate of competency and character. Driver must be 18.	Three consecutive months.....	"
Saskatchewan.....	Provincial Secretary.....	Driver or chauffeur must be 18 and be licensed; former recommended; latter examined.	Thirty days or two periods of fifteen consecutive days.	"
Yukon.....	Territorial Secretary.....	Chauffeur must be 18, and present evidence of qualifications. Driver must be 16.	Ninety days.....	March 31.

\*Not applicable to commercial vehicles from these States.

## CLASSIFICATION OF CANADIAN HIGHWAYS AND ROADS, AS OF JANUARY 1, 1926, BY PROVINCES, ACCORDING TO TYPE

Provinces	Passable Earth	Improved Earth	Gravel	Water-Bound Macadam	Bituminous Macadam	Bituminous Concrete	Cement Concrete	Totals	Patrol Mileages
Alberta.....	15,500	44,109	391	53	30	50	56	60,000	2,406
British Columbia.....	1,055	11,232	4,188	1,822	12	25	56	16,664	3,000*
Manitoba.....	44,077	24,076	1,849	39	1,199	222	460	70,000	706
New Brunswick.....	7,044	5,160	3,832	3,052	138	35	63	14,065	1,300
Nova Scotia.....	8,188	2,290	31,224	8	1,934	35	63	14,355	1,024
Ontario.....	18,700	12,933	31,224	3,052	1,199	222	460	67,790	7,825
Prince Edward Island.....	2,972	670	8	1,934	138	35	63	3,650	700
Quebec.....	23,501	16,000	3,842	1,934	138	35	63	45,513	2,030
Saskatchewan.....	124,613	10,348	39	5,078	1,385	332	579	135,000	2,069
Canada.....	245,650	126,818	47,195	5,078	1,385	332	579	427,037	21,060

## PART II

## REGISTERED MOTOR TOURISTS

STATEMENT OF OWNERS OF MOTOR VEHICLES ADMITTED INTO CANADA FOR TOURING PURPOSES, 1925

Province	Entry for One to Six Months				Entry for Two to Thirty Days				Entry for Twenty-four Hours			
	1922		1923		1924		1925		1922		1923	
	1922	1923	1924	1925	1922	1923	1924	1925	1922	1923	1924	1925
Alberta.....	23	13	2	40	439	970	1,575	2,283	Nil	Nil	1,258	6,294
British Columbia.....	29	9	63	187	35,197	55,438	73,345	84,615	6,407	8,498	24,921	38,986
Manitoba.....	10	21	25	51	4,259	4,645	3,502	5,983	Nil	1,662	13,551	18,529
New Brunswick.....	94	73	124	124	2,300	4,092	6,605	11,082	Nil	3,150	236,641	476,555
Nova Scotia.....	61	93	104	162	239	288	409	532	Nil	Nil	Nil	Nil
Ontario.....	1,818	1,505	1,645	1,877	76,112	120,742	163,876	229,310	804,996	866,606	1,135,471	1,290,090
Prince Edward Island.....	6	7	12	12	Nil	Nil	Nil	8	Nil	Nil	Nil	Nil
Quebec.....	327	228	352	303	56,553	85,530	110,582	143,628	6,971	14,938	44,485	111,983
Saskatchewan.....	52	7	17	123	445	739	1,736	3,120	Nil	Nil	2,273	2,598
Canada.....	2,420	1,956	2,344	2,948	175,544	272,444	361,630	481,161	818,374	894,854	1,458,900	1,945,035

## SUMMARY OF MOTOR TOURIST ENTRIES, 1925

Customs Ports by Provinces—Tourist Outlays				Canadian Motor Tourists in United States			
Province	Number of Ports	Average Number Entries One Day to Six Months	Gross Estimated Tourist Outlays	Province	Number of Permits granted Canadians for Entry, United States for Touring		
					1923	1924	1925
Alberta.....	7	12,215	\$ 882,780	Alberta.....	564	552	781
British Columbia.....	21	5,895	26,500,820	British Columbia.....	36,069	50,932	65,267
Manitoba.....	12	2,047	2,257,280	Manitoba.....	1,567	2,085	4,390
New Brunswick.....	13	37,572	13,385,100	New Brunswick.....	664	1,062	4,633
Nova Scotia.....	5	147	451,200	Nova Scotia.....	24	28	42
Ontario.....	23	66,143	97,973,400	Ontario.....	55,524	70,860	95,793
Prince Edward Island.....	2	10	24,000	Prince Edward Island.....	2	2	Nil
Quebec.....	23	11,066	45,873,460	Quebec.....	32,035	36,401	49,330
Saskatchewan.....	7	834	1,209,360	Saskatchewan.....	179	553	2,823
Canada.....	113	21,497	188,555,400	Canada.....	126,628	162,475	223,079



## REGULATIONS OF CUSTOMS DEPARTMENT OF CANADA RE TOURISTS' AUTOMOBILES, OUTFITS AND BAGGAGE

A non-resident of Canada may enter his automobile for touring purposes in Canada by complying with the requirements of the following summary of the regulations of the Department of Customs.

### TEMPORARY ADMISSION—TWENTY-FOUR HOURS

Automobiles may be entered at any Canadian port of Customs for touring purposes for a period not exceeding 24 hours, by the owner surrendering his State license card, which is handed to him on his return journey.

### TEMPORARY ADMISSION—TWO DAYS—ONE MONTH

Automobiles may be entered at any Canadian port of Customs for touring purposes for a period of one month, by filling in a prescribed form (E. 50) made out in duplicate; one copy kept on file by the Canadian Customs official and one copy retained by the tourist. The original and duplicate are compared when the tourist makes his exit from Canada.

### TEMPORARY ADMISSION—ONE-SIX MONTHS

Automobiles may be entered at any Canadian port of Customs for touring purposes, for a period of one to six months, by filling in the same form referred to, depositing \$25, and signing a bond in approved form for double the amount of the estimated duties on the vehicle, or secure a special bond of an incorporated guarantee company authorized to do business in Canada.

The automobile of any tourist not returning within the time limit is liable to seizure. Should an unforeseen delay occur, prolonging the time of stay in Canada beyond that mentioned in the tourists' permit, the Customs Department, Ottawa, should be communicated with at once.

### TOURISTS' OUTFITS

1. Persons visiting Canada for a limited period of time, for health or pleasure, may bring with them such guns, fishing rods, canoes, tents, camp equipment, cooking utensils, musical instruments, kodaks, etc., as they require while in Canada for their own use and not for gain or hire, upon reporting same to the Customs officer at the port of entry and depositing with him a sum of money equal to the duty on such articles, and the money thus deposited may be refunded if the articles are exported outwards and identified at the Customs port where reported inwards, or at another port, within six months from time of entry; provided the articles are produced and their identity attested to before a Canadian Customs officer at the place of export or before a Customs officer at a place outside of Canada.

2. The tourist is required to furnish the Customs officer at the port of entry with a report or invoice of his outfit, in duplicate, one copy of which is to be returned to the tourist when signed by the Customs officer, with the amount deposited marked thereon.

3. All moneys received from tourists as security for the return of their outfits shall be deposited and held in a special account to the credit of the collector or sub-collector for return to the tourists on exportation of their out-

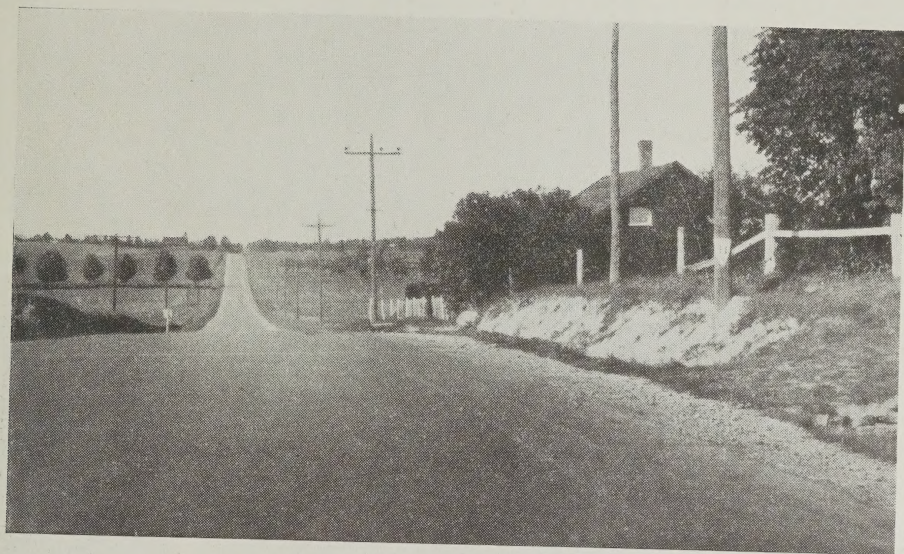
fits. In order that such deposits may be returned to tourists without delay—except in the case of default to export their outfits within six months—sub-collectors receiving same will make remittance thereof to the chief port.

4. Camera outfits for taking motion pictures of Canadian landscapes and industrial activities may be admitted as tourist outfit provided the operator from abroad makes a declaration to the satisfaction of the Customs collector at the port of entry to the effect that the camera outfit is for use in taking pictures of Canadian landscapes or industrial activities, and that the outfit and all the pictures taken thereby will be exported within six months from date of entry.

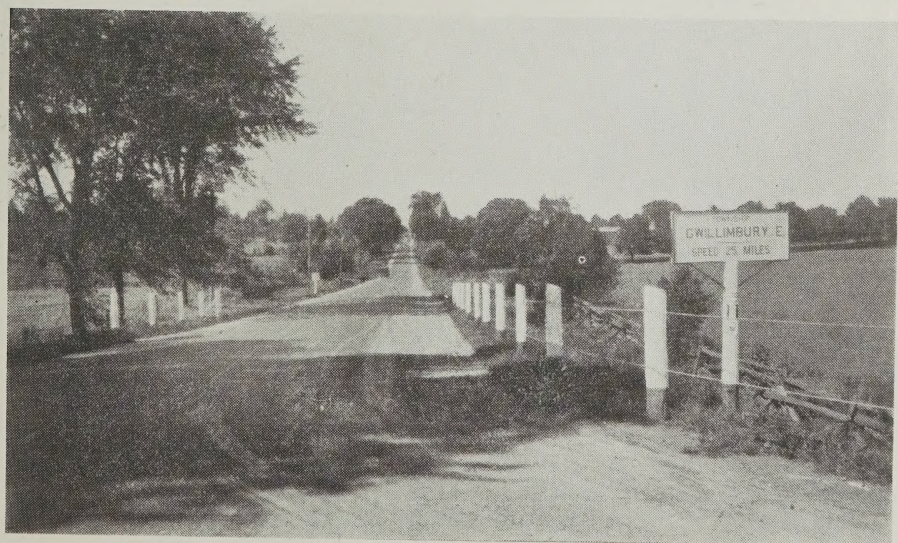
#### **CANADIAN TOURISTS INTO UNITED STATES**

A tourist by automobile from Canada into the United States must first secure a permit from the Customs officer at the Canadian port (Form C-12) and sign it, in order to return his vehicle without duty. Then, at the Customs port on the United States frontier, he must secure a permit entitling him to tour for one month. Should he desire to remain for six months, he must furnish a bond of an approved guarantee company of the United States, for double the amount of duty; but, no deposit is required.





Bituminous macadam pavement with direction and danger signs.



Tar penetration road on Yonge street north of Newmarket, 1925.





#### PACIFIC HIGHWAY

Federal Aid Project No. 9, Section B. Cement concrete pavement 18 ft. wide; thickness  $7\frac{1}{2}$  in. at centre, 6 in. at edge. Laid 1920.







